

cessive freshets. She passed the *K'ungwa* high and dry in a paddy field, where all was quiet and work progressing easily, actively, and did not learn until arriving here that the natives had come down in force to make a rumpus.

Arriving in the river reaches she was surprised to find her old friend the *Changwa* man on the water, and the late B. S. Smith, with a signal flying asking for a tow. Needless to say she pushed on at her utmost speed to reach and render her old friend the assistance asked. Very reef was shaken out of the awnings on deck, and they took off their shirts, screwed down their safety valves, and worked like *Jack* Trifins in the stokehold. Never was there such a panting, throbbing, biting go-bust before as little *Jack* and the *Yankee* after she buried her tail back in the *Yankee* rushing current and ploughed up a big wave of turbid water, pushing up the reach to the grounded s.eamer. Oh, yes! the *Est* receives many favours from the B. and S. and Jardine boats during her long isolation in the winter months at Ichang—and the *Changwa* is especially kind, and sailors never forget favours received.

But before the battleship could arrive, despite her helms, her level beam, her crew, saw the *Yankee* and the *Yankee* and, with a wriggle like a serpent, and, presently, shoot smoothly into the channel again a few boats. This was satisfactory; so they reefed up their hawsers and complied with the next signal "Can you lead us an anchor" with the despatch characteristic of a man-of-war, and the anchor hung over the side ready to be lowered into a lighter as the gunboat's anchor dropped from her bows. Ten minutes later the chief officer arrived at the bows, and the anchor was taken away and in less than half an hour the big stern wheeler lay at anchor once more, a few hundred yards from the spot where she had been on shore for five days, and right glad must the officers and crew have been, for they had been making almost superhuman efforts to float their ship: engineers as black as niggers, captain and mates as brown as gipsies. Everything that would appreciably lighten the ship was landed on the beach, including coal and water; the crew were washed and wore their hats, when at last the ship did slip off on a rising river, she did it so unexpectedly that their steamboat, made fast alongside, not being noticed by the officers at that anxious moment, was somehow overriden and sunk. The following day the *Est*, finding she could render no further assistance to the worn-out watchers and workers, who, refreshed by a good night's rest, were now as zealous to re-load and recover their anchors as they had been to float their ship, proceeded to this port where she was followed by the *Changwa* in less than twenty-four hours.

The greatest sympathy is felt for Captain Arnett at it is second misfortune in less than a month, especially after his having run his ship so successfully by night and day for eighteen months with but a single serious mishap. Before his time, night running was spasmodic and fitful. It is almost regular now by all the companies. Captain Arnett's health has been affected by the constant worry and strain of a week's tension; but it is hoped a few days' rest will bring him round a bit; he appears to have been somewhat overworked, and it is reported to have looked like a Hercules. He had been on deck all night before the accident and had only left it to snatch a couple of hours' rest after daylight had dawned; his ship being then clear of all but ordinary dangers. An hour later he came out to find her piled high on a mudbank that a man with only a cursory knowledge of the river could have avoided; and she in the hands of his best pilot. The wrecked ship still appears to have received any but slight damages and is now taking in cargo for Hankow.

All is quiet at Ichang and foreign buildings are growing epic. The Catholic Monastery is finished; and godowns; offices and quarters are being erected for the Customs staff. One figure is missing; that of the late Dr. Pirie, of the Scotch mission, who was doing such good work here among the Chinese. His general kindness and frank, open manner and good nature made him beloved alike by all the Chinese and foreigners that were brought into contact with him; and if ever there was a man fitted for the double duty of administering physic to body and soul, surely this was he. His death cast a gloom over the whole place. Mrs. Pirie has gone to Shanghai and the late Doctor's household goods were sold by auction yesterday.

The missionaries report a strong under-current of anti-foreign feeling among the natives, but, as I have before said, everything is quiet on the surface. Still, it is hard to tell how deeply covered a hidden and submerged dangers of the worst kind and Hupsh is not to be trusted just now in any of its cities or towns, more especially one with such a reputation as Ichang. But the gunboat, our guardian angel, is back again, and our hearts are comforted and our souls rest in peace. Heavy rain has fallen for the last two days and freshets are frequent and strong.

BUSINESS AND INDUSTRIAL.

India has 17,382 miles of railway.
There are no undertakers in Japan.
Dovetail bricks are made in England.
Russia exports 800,000,000 apples yearly.
A ton of diamonds is worth \$35,000,000.
Diamonds were never so high in price as now.
Chicago has one building twenty stories high.
Electric looms are coming into use in Saxony.
More herring are used for food than any other fish.

There are over 1,700 railroads in the United States.
All twisted boring tools are of American invention.
There are thirty-seven writing machines on the market.
Black tea and green tea are the product of the same plant.
New York storage houses represent a value of \$500,000,000.
The United States contain 104,000 square miles of coal-fields.
Nearly 8,000 pounds of stationery were used in England last year.
A 7-ton lump of coal has been taken out of a mine in Parkersburg, W. Va.
A new medicine bottle indicates the hours at which the drug is to be taken.
It is said that 100 varieties of goods are now manufactured from wool.
Sixty per cent of the shoes used in the United States are made in Massachusetts.
The deposits at American savings banks amounted in 1891 to \$1,654,000,000.
It is estimated that Butte, Mont., will produce 130,000,000 pounds of copper this year.
The coal and coke business of Colorado is now in the hands of four great companies.
The output of petroleum from the United States last year, worth \$100,000,000 gallons.
The gold and silver product of Mexico is about \$70,000,000 per annum, principally silver.
Glass-workers are so scarce at Pittsburgh that employees dictate what kind of glass shall be made.
Seventy per cent of the people of Ceylon live by agriculture. The percentage in Britain is 15-44.

The newspapers in Germany are largely sold by the street, the small newsboy being unknown in Br'n.
The cost of boots and shoes worn out in the United States every year is more than \$400,000,000.

Near Cordoba a Mexican syndicate is experimenting with tea-planting. Chinese labour is being used in part.

A fortune of mammoth proportions awaits the discoverer of a process for curing leather without the use of bark.

Steamers and sailing vessels under the British flag number almost 12,000; under the United States flag 3,797.

During January and February of this year 902,063 bunches of bananas were imported to the United States.

In the Island of Ceylon 760,000 acres are devoted to the cultivation of coconuts and 40,450,000 of rubber.

The Edison Electric Illuminating Company of New York has increased its capital stock from \$6,500,000 to \$10,000,000.

There were mining schools in Saxony as early as the year 1500. Mines have been worked in that country for 3,000 years.

The fastest mile by rail is claimed for a New York Central engine, which covered the distance in 32 seconds on May 18 last.

A new sailing ship has just been built at Cardiff, the first at that port. All her standing rigging, as well as the hull, is of steel.

The Chaplin iron mine at Ishpeming, Mich., has decided to add 500 men to its force and increase production to 800,000 tons a year.

European railroads are fenced in, have no grade crossings, the engines have neither bell nor headlight, and the engineer must stand.

In Witu, East Africa, they are making sugar from cotton-seed that is said to be fifteen times sweeter than that made from Louisiana sugar-cane.

Senator Mills says that for ten years the railroads of Texas have been operated at an actual loss of \$1,000,000 a year to the railroads themselves.

The production of pig-iron in the United States has very greatly increased during the past few years, while that of England has largely decreased.

For the twelve months ending April 30 1893, national banks were established in the United States, with an aggregate capital of \$14,325,000.

The aluminum works in Switzerland, the largest in the world, use a water-power of 1,500-horse-power, and turn out about 1,700 pounds of the metal daily.

The whole length of the main Siberian line is 4,700 miles and its estimated cost \$196,000,000. The line, with branches, will cover 55,000 miles, to be built at an expenditure of \$200,000,000.

A German journal states that in the year 1889 the quantity of cotton produced in the whole world amounted to 11,400,000 bales, while in 1870 it reached only 6,700,000 bales.

In the past twelve months \$50,000,000 of the silver notes issued under the law of 1890 have been added to the circulation of the United States while the gold certificates in circulation have decreased \$43,000,000.

The cocoon tree is the most valuable of plants. Its wood furnishes beams, rafters and planks, its leaves umbrellas and clothing, its fruit food, oil, intoxicants and sugar, its shell domestic utensils, its fibres ropes, sails and matting.

There are three large porcelain factories in Great Britain, viz.: Derby, Worcester and Stoke-on-Trent. The one in Derby employs something like 400 hands, and many eminent artists are engaged in designing and painting for it.

The forests of the North-west, which, a few years ago were deemed a source of almost inexhaustible supply, are showing signs of exhaustion. Already there is talk of transporting lumber by rail from Oregon, Washington and the Southern forests to New York.

The coffee-fields of Brazil cover an area of 2,000,000 acres, and contain upward of 100,000,000 trees; each tree produces, each year, an average one pound of berries per annum. The industry finds employment for over 800,000 men.

WAS IT A GHOST THEY SAW?

Mrs. H. H. JERRYSON lives at No. 211, Main Street. Her mother, and Miss Minnie Parrot board with her. The house is an old one, but in good order. One night early in December (1891) the two women looked all the doors and went to the theatre, leaving not a soul in the house. They left the gas burning, however, in the front parlor. At about half-past eleven they returned, and entered the house, laughing and talking. As they went into the parlour the door swung shut behind them in a second. Right in the middle of the room stood a dark man of gigantic stature. The upper part of his face was concealed by a mask, his eyes gleaming through the eyeholes in it. His shirt-sleeves were rolled up, and in one hand he carried a long, old-fashioned pistol. The women fled screaming from the room, and when Mrs. Jennings came in five minutes later he found no one in the parlour and all the doors and windows securely locked. What was it the women saw?

"During a recent period of ill health," writes an American friend, "I had slept badly for several successive nights. On the fourth of those nights about two o'clock, I was suddenly aroused from a doze by what seemed like the calling of my name and at the same time of bed stood the image of my mother such as she looked some twenty years before she was laid to rest. She came toward me, and as I turned to meet her I felt as if I were falling down stairs. I screamed and fainting, I was foolish enough to tell of it, and the local odd women gossips said it was a summons and I would never get better. Yet I did, and am in perfect health now. I believe that I then came my weak nerves, for I've never since, and it's more than three years ago now."

No doubt it was the nerves. Why, there's no end to the tricks the nerves will play off on you when your system is out of condition. In March, 1890, it was, that Mrs. Jane Foster, of Darrocast Road, Tokesdon, Hanra, wrote us as follows:—"I was so sick and nervous that I could not go to bed. I lay in the room all night, yet I did not wish them far away in case I should call out for help. This was in June 1889. I slept very badly, and in the morning felt little the better for having gone to bed. There was often a severe pain in my head and over my eyes, and I was sick most of the time. My skin was dry and cracked. I believed that I was going to die. I doctor. By-and-by I had to lie helpless in bed. The doctor said he didn't know what my complaint was. I took nothing but liquid food, and could not retain even that on my stomach. By this time I was nothing but skin and bone. My memory completely failed. My mind seemed so dreadfully I thought I should lose my senses, and my friends agreed that I would never get better."

"I had given up all hope, when one day Mrs. West, of Bourne-mouth, called and asked what I was taking. She told me she was herself once just as badly off, and was cured by Mother Seely's Curative Syrup. As she seemed to have so much faith in this medicine, I tried it, and in three days I was able to walk across the yard. From then on I began to feel more comfortable. Now I am as well as ever. I can eat and digest my food, and all my nervousness has left me."

The malady Mrs. Foster suffered from was indigestion and dyspepsia and nervous prostration. The original cause was grief and shock at the violent death of her husband, by accident, and the system rallied only after Mother Seely's Syrup had given new vigor to the digestion and thus fed and toned the nerves.

Whatever may be your opinion of the Bridgeport ghost, it remains true that most unaccountably wild and sounds mean nothing more or less than a set of nerves all upset by indigestion and dyspepsia. Ghosts come from the inside of the person who sees them, and when Mother Seely's Syrup does its work the spectral appearances of whatever kind is natural and voluntary—not delirium.

[illegible]

CARMICHAEL
HAVE JUST
ENGLISH-MADE FOWLING PIECES with
ELEY'S CARTRIDGE CASES, BAG
SHOT, SHOOTING STOCKINGS in
BOOTS and SHOES, BROWN CANV
COLLARS in NICKEL, BRASS and
CAR

Hongkong, 19th August, 1893.

Auctions.
PUBLIC AUCTION
OF
GENTLEMEN'S OUTFITTINGS.
THE Undersigned has received instructions
to Sell by
PUBLIC AUCTION,
ON
SATURDAY, the 30th September, 1893,
commencing at 2.30 P.M.,
at his SALE ROOMS, DUNDIE STREET.
HIGH-CLASS WOOLLENS FOR
GENTLEMEN'S AUTUMN AND WINTER
WEAR in the NEWEST DESIGNS,
Comprising:—
SUIT LENGTHS of SCOTCH & ENGLISH
TWEEDS, WEST of ENGLAND COATINGS,
DIAGONALS FRENCH and ENGLISH
TROUSERINGS and VESTINGS, &c., &c.
ALSO,
GENTLEMEN'S WHITE SHIRTS,
UNDERSHIRTS, HOSIERY, and a quantity
of other Goods.
The above will be on view on Friday, the 29th
instant.
TERMS OF SALE:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 25th September, 1893. [1047]

Hotels.
PEAK HOTEL.
OPEN ALL THE YEAR ROUND.
THIS commodious and well appointed
HOTEL, situated at a height of 7,250 feet
above sea-level, having been Leased by the
Proprietors of the "VICTORIA HOTEL," is
NOW OPEN and will be run in conjunction with
their HOTEL in Queen's Road, thus enabling
them to offer special inducements to Visitors and
Residents.
SUMMER RATES.
One person, per day.....\$ 4.00
One person, per week.....25.00
One person, one month.....\$70 to
Married couple (occupying one room) per
day.....7.00
Married couple (occupying one room) per
week.....45.00
Married couple (occupying one room) per
month.....120.00
For full particulars apply to
VICTORIA HOTEL.
Hongkong, 11th April, 1893. [907]

KAIKATEI HOTEL,
KOWAKI-DANI, HAKONE, JAPAN.
SEVEN hundred feet above Miyanoshiba,
picturesquely situated on the Hakone hills,
enjoying a Cool Breeze throughout the Summer
months, and commanding the Finest Scenery in
the district.
Excellent Accommodation for VISITORS,
including private suites of rooms, HOT
MINERAL BATHS and WATERS (highly
recommended by the Medical Faculty), a First-
class *Cuisine*, good attendance, Wines and
Spirits of the best quality, &c., &c.
Charges strictly moderate.
Y. HOSHINO,
Proprietor.
291]

TAKARADZUKA HOTEL.
ONE HOUR and a HALF FROM KOBE,
via NISHINOMIYA.
EXCELLENT CUISINE and CELLAR.
LOVELY SCENERY and COOL NIGHTS.
THE IRON MINERAL BATHS and
WATERS are highly recommended by
the Medical Faculty for Gout, Rheumatism,
Chlorosis, Eczema and other affections.
For terms and particulars, apply to
MISS A. HUGHES,
Manageress.
419]

THE WESTERN HOTEL,
QUEEN'S ROAD WEST.
OLD "BEN" PRESIDES.
A QUIET and COMFORTABLE HOME
FOR MEN OF THE
MERCANTILE MARINE.
The very best LIQUORS and ACCOMMODA-
TION.
They come as Strangers but leave as Friends.
BEN. FRANKLIN TAYLOR,
Proprietor.
Hongkong, 28th March, 1893. [389]

HAUENSTEIN'S HOTEL,
A MOY.
THIS First-class FAMILY HOTEL is
situated on the beach at KULANGSOO
and has First-class Accommodation for Visitors.
An EXCELLENT TABLE is kept, and
WINES, SPIRITS, and MALT LIQUORS of
the very best quality.
An experienced Matron will be in attendance
for Lady Visitors.
Terms Moderate.
R. HELLWIG,
Proprietor.
Amoy, 15th September, 1893. [1019]

FUJIYA HOTEL,
MIYANOSHITA,
HAKONE.
Four and a half hours from Yokohama.
FIRST-CLASS ACCOMMODATION.
NATURAL HOT SPRINGS.
THE ELECTRIC LIGHT in ALL THE
BUILDINGS.
TWO NEW ENGLISH BILLIARD TABLES.
EXCELLENT CUISINE.
S. N. YAMAGUCHI,
Proprietor.

Michael & Co., Ltd.
18, Praya Central, Hongkong.

Masonic.
DILIGENTIA LODGE
OF INSTRUCTION.
A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 29th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited.
Hongkong, 26th September, 1893.

ZETLAND LODGE.
No. 325.
A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 2nd October, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.
Hongkong, 25th September, 1893.

To be Let.
TO LET.
NOS. 2, 7, 11 & 12, SEYMOUR TERRACE.
THIRD FLOOR in No. 5, Queen's Road.
ROOMS in College Chambers.
OFFICES in Victoria Buildings.
DAVID SASSOON, SONS & Co.
Hongkong, 19th September, 1893.

TO LET.
THE HOUSE, No. 30, ELGIN STREET.
Rent moderate. For terms apply at
THE MEDICAL HALL.
Hongkong, 5th September, 1893.

TO LET.
DWELLING HOUSES:—
"BANGOUR" The Peak, Furnished.
"BURNBRAE" Glencoe.
"THE WILDERNESS," Caine Road.
"NORMAN COTTAGE," Robinson Road.
No. 4, RIFON TERRACE—Bonham Road.
Nos. 2, 8 and 9, CHANCERY LANE.
FLOORS in Blue Buildings.
FLOORS in Elgin Street, Peel Street and Staunton Street.
FLOORS in No. 5, Shelley Street.
No. 14, KNUITSFORD TERRACE, Kowloon.
No. 4, VICTORIA VIEW, Kowloon.
Nos. 11 and 12, COOMBE ROYAL—
Magazine Gap—Furnished.

OFFICES:—
FIRST and SECOND FLOORS No. 4, Queen's Road Central, over the Bank of China, Japan and Straits, Limited.
PRAYA CENTRAL, over Messrs. Douglas Laprak & Co.

GODOWNS:—
BLUE BUILDINGS.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 14th September, 1893.

For Sale.
"AQUARIUS."
"THE TABLE WATER OF THE EAST."
Per 1 dozen quart, \$1.75, less allowance on empties returned to our Godowns, \$0.50.
Net price, \$1.25.
Per 1 dozen pints, \$1.00, less allowance on empties returned to our Godowns, \$0.25.
Net price, \$0.75.
CALDBECK, MACGREGOR & Co.
Sole Agents.
13, Queen's Road,
Hongkong, 8th August, 1893.

"THE TYPHOONS OF THE EASTERN SEAS."
A REVIEW,
by
THE LATE MAJOR-GENERAL PALMER, R.E.
PRICETHIRTY CENTS.
ONLY a few Copies left, to be obtained at the Office of
"THE HONGKONG TELEGRAPH,"
Pedder's Hill.
Hongkong, 10th August, 1893.

THE TYPHOON SEASON.
Every Commander and Officer on board ship should possess a copy of
"THE LAW OF STORMS IN THE EASTERN SEAS,"
(by W. Dobbert, Director of the Hongkong Observatory).

THIS *volume* for every navigator in the Far East has been re-written and greatly enlarged, and is illustrated by lithographs showing the courses of the typhoons of late years.
It is issued at Fifty Cents for the first and One Dollar for the second edition, and may be obtained from
Messrs. Kelly & Walsh, Limited, Hongkong.
" Lane, Crawford & Co. "
" G. Falconer & Co. "
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" F. Blackhead & Co. "
" Hensmann, Herbst & Co. "
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The Hongkong Trading Co.
Messrs. N. Moalle & Co., Ltd., Amoy.
Mr. H. W. Churchill, Foochow.
Messrs. Kelly & Walsh, Limited, Shanghai.
Messrs. Kelly & Walsh, Limited, Yokohama.
Messrs. Kelly & Walsh, Limited, Singapore.
Messrs. Amédée Prince & Co., Paris & London.
or the
"HONGKONG TELEGRAPH" OFFICE,
Pedder's Hill.
Hongkong, 10th August, 1893.

The Share Market.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank—100 per cent. prem., sellers.

The National Bank of China, Ltd.—on \$10, paid up—40 per cent. dis., sellers.

The National Bank of China, Ltd.—Founders' shares, \$130 per share, sellers.

The Bank of China, Japan & the Straits, Ltd.—50 cents, sellers.

The Bank of China, Japan & the Straits, Ltd.—Founders' shares, \$20, sellers.

Chinese Imperial Loan of 1884 B—2 1/2 per cent. premium, sellers.

Chinese Imperial Loan of 1884 C—2 1/2 per cent. premium, buyers.

Chinese Imperial Loan of 1886 E—14 per cent. premium.

Union Insurance Society of Canton—\$82 per share, sales.

China Traders' Insurance Company—\$49 per share, sales and buyers.

North China Insurance—Tls. 115 per share, buyers.

Canton Insurance Company, Limited—\$112 per share, buyers.

Yangtze Insurance Association—\$60, sellers.

On Tai Insurance Company, Limited—Tls. 150 per share.

Hongkong Fire Insurance Company—\$195 per share, sellers.

China Fire Insurance Company—\$78 per share, buyers.

Hongkong, Canton, and Macao Steamboat Co.—\$25 per share, sellers.

China and Manila Steam Ship Company—\$25 per share, buyers.

Indo-China Steam Navigation Company, Limited—50 per cent. discount, sellers.

Douglas Steamship Company—\$37 ex div., buyers.

The Steam Launch Co., Limited—\$30 per share, buyers.

Hongkong and Whampoa Dock Company—72 per cent. premium, sales and buyers.

Geo. Fenwick & Co., Limited—\$15 per share, buyers.

Hongkong Hotel Company—\$15 per share, sellers.

Hongkong Hotel Co.'s Six per cent. Debentures—\$50.

The Austin Arms Hotel and Building Company, Limited—\$4 per share, sellers.

The Shimen Hotel Co., Limited—\$4 per share, buyers.

Punjom Mining Co.—\$51 per share, sales and buyers.

The Raub Gold Mining Co., Limited—\$41 per share, sales and sellers.

The Bimoral Gold Mining Co., Limited—25 cents, per share, sales and buyers.

Société Française des Charbonnages du Tonkin—\$60 per share, buyers.

The Jelabu Mining and Trading Co., Limited—\$50 sales and sellers.

New Inuirs Mining Co., Limited—10 cents, sellers.

London and Pacific Petroleum Co., Ltd.—nfs.

China Sugar Refining Company, Limited—\$150 per share, buyers.

Luzon Sugar Refining Company, Limited—\$321 sellers.

A. S. Watson & Co., Limited—\$101 sales and buyers.

Dalrymple, Cruickshank & Co., Limited—\$12 per share, sales.

Hongkong Dairy Farm Co., Limited—\$5 per share, sellers.

The Kowloon Land Investment Co., Limited—\$7 per share, sales and buyers.

The Hongkong Land Investment Co., Limited—\$54 per share, sales and buyers.

The West P. L. Buildings Co., Limited—\$20 per share, sellers.

H. G. Brown & Co., Limited—\$10 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—\$38 per share, sellers.

Hongkong Rope Manufacturing Company, Limited—\$85 per share, sellers.

Hongkong Gas Company—\$110 per share, buyers.

Hongkong Ice Company—\$67 per share, buyers.

Hongkong and China Bakery Company, Limited—\$65 per share, sellers.

The Hongkong Brick and Cement Co., Limited—\$101 per share, sales and sellers.

The Green Island Cement Co.—\$150, sales and buyers.

The Hongkong Electric Light Co., Limited—\$31 per share, sales and buyers.

The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.

The Hongkong High-Level Tramway Co., Limited—\$67 1/2 per share, sellers.

EXCHANGE.

ON LONDON—Bank, T. T. 1/5 1/2

Bank Bills, on demand 2/5 1/2

Bank Bills, at 4 months' sight 2/5 1/2

Credits at 4 months' sight 2/6

Documentary Bills, at 4 months' sight 2/6 1/2

ON PARIS—

Bank Bills, on demand 3.08

Credits, at 4 months' sight 3.15

ON INDIA—

T. T. 194 1/2

On Demand 194 1/2

ON SHANGHAI—

Bank, T. T. 7 1/2

Private, 30 days' sight 7 1/4

VISITORS AT THE HONGKONG HOTEL.

Mr. W. G. Allen. Mr. J. Kirkwood.

Captain Buzzen. Col. Baron von Korff.

Mr. & Mrs. M. F. Coater. Mr. T. Mitchell.

Mr. C. A. Field. Mr. H. Meri.

Mr. S. von Fries. Mr. P. W. Oewel.

Hon. Mr. & Mrs. F. W. Phillips.

Gallon. Mr. M. Scriver.

Miss Galton. Mr. F. T. Shen.

Mr. O. Gibbels. Mr. L. A. S. Thomas.

Mr. O. Heack.

VISITORS AND RESIDENTS AT THE PEAR HOTEL.

Mr. Adamson. Mr. W. H. R. Loxley.

Mr. A. Cumming. Mr. MacLean.

Mr. F. Deacon. Mr. Medhurst.

Mr. F. East. Mr. W. Ramsay.

Mr. F. Fisher. Mr. H. W. Robertson.

Mr. S. Forsyth. Mr. A. E. Skeels.

Capt. and Mrs. Hunt. Mr. Spence.

Mr. Andrew Johnston. Mr. & Mrs. L. Tomlin.

Mr. W. Kofod. Mr. E. Tomlin.

MAILS EXPECTED.

THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Sydney*, with the outward French mail, left Singapore on the 27th instant, and may be expected here on the 4th proximo.

THE AMERICAN MAIL.

The P. M. S. S. Co.'s steamer *China*, with mails, &c., left San Francisco for this port, via Honolulu and Yokohama, on the 18th instant.

The O. & S. S. Co.'s steamer *Belgia*, with mails, &c., left San Francisco for this port via Yokohama on the 21st instant.

THE CANADIAN MAIL.

The Canadian Pacific Railway Co.'s steamer *Empress of China* left Vancouver on the 19th instant for Yokohama, Kobe, Nagasaki, and Shanghai, and may be expected here on the 10th proximo.

THE AUSTRALIAN MAIL.

The E. & A. S. S. Co.'s steamer *Callisthenes* left Sydney on the 10th instant, and may be expected here about the 5th proximo.

THE INDIAN MAIL.

The steamer *Arratoon* from Calcutta, left Singapore on the 25th instant, and may be expected here on the 1st proximo.

STEAMERS EXPECTED.

The Ocean Steamship Co.'s steamer *Polyphemos* left Singapore on the 22nd instant, and may be expected here on the 28th.

The Navigazione Generale Italiana steamer *Giulia*, from Genoa, left Bombay on the 14th instant, and may be expected here on the 2nd proximo.

The P. & O. S. N. Co.'s steamer *Iyawa* left Singapore on the 26th instant at noon, and may be expected here on the 2nd proximo.

The P. & O. S. N. Co.'s steamer *Aden* left London for this port on the 24th instant.

Shipping.

ARRIVALS.

RIVERSDALE, British steamer, 1,311, Edward Peck, 26th Sept.—Mojil 21st Sept., Coals—Mitsui Bussan Kaisha.

HONGKONG, British steamer, 1,653, James Young, 26th Sept.—Cherbon 13th Sept., Sugar—Jardine, Matheson & Co.

CAPE COLONY, British steamer, 1,767, H. J. Alston, 26th Sept.—Hongkong 22nd Sept., Coals—Siemens & Co.

TELLUS, Norwegian steamer, 1,639, J. Amundsen, 26th Sept.—Kutchinotzu 21st Sept., Coals—Mitsui Bussan Kaisha.

TAILEE, German steamer, 828, Calender, 26th Sept.—Hilo 22nd Sept., Sugar—Butterfield & Swire.

KIRKSHILL, German steamer, 1,709, Th. Fork, 27th Sept.—Kobe 21st Sept., General—Siemens & Co.

HONGKONG, French steamer, 738, C. Bastran, 27th Sept.—Haiphong 24th Sept., General—A. N. Marty.

NANYANG, German steamer, 1,089, F. Schult, 27th Sept.—Canton 27th Sept., General—Siemens & Co.

FOKIN, British steamer, 508, W. Davis, 27th Sept.—Tamsui, via Amoy, and Swatow 26th Sept., General—D. Lapack & Co.

ALWING, German steamer, 400, C. Petersen, 27th Sept.—Yokohama 24th Sept., and Hothow 26th, General—Wielor & Co.

KWANGLOO, Chinese steamer, 1,504, R. L. Lincoln, 27th Sept.—Shanghai 24th Sept., General—C. Y. S. N. Co.

HOLSTEIN, German steamer, 1,103, J. Bruhn, 27th Sept.—Saloon 23rd September, Rice and Paddy—Wielor & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Sunghang, British steamer, for Amoy, &c.

Devenagie, British steamer, for Swatow, &c.

Benlawers, British steamer, for Kobe, &c.

Hugh, British steamer, for Singapore.

Freja, Danish steamer, for Hothow.

DEPARTURES.

September 27, *Hongkong*, British steamer, for Shanghai.

September 27, *Biliana*, German steamer, for Yokohama.

September 27, *Nurnberg*, German steamer, for Yokohama.

September 27, *Prussien*, German steamer, for Shanghai.

September 27, *Dunghishire*, British str., for Singapore, &c.

September 27, *Pori Albert*, British steamer, for Shanghai, &c.

September 27, *Pakling*, British steamer, for Shanghai, &c.

September 27, *Devaorgie*, British steamer, for Swatow, &c.

September 27, *Hugh*, British str., for Singapore, &c.

September 27, *Benlawers*, British steamer, for Kobe, &c.

September 27, *Choyang*, British steamer, for Swatow, &c.

SAILING VESSELS.

Per *Hongkong*, from Haiphong—Mr. Jack Inver, and 46 Chinese.

Per *Tellus*, from Kutchinotzu—Mrs. Schipfield and 4 children, and 3 Chinese.

Per *Fokien*, from Tamsui, &c.—178 Chinese.

DEPARTED.

Per *Prussien*, from Hongkong for Shanghai—Mrs. Jantzen and 2 children, Mrs. Wong Koon Song and servant, Miss Rasch, and Mr. Lee Pak Sang and servant. From Southampton—Mr. and Mrs. Murray, Mr. and Mrs. Rex, Miss Roberts, Ashburne, J. Comarney, and Misses (2), R. Coultas, Messrs. Jenkins, Grant, and R. McFarlane.

Per *Nurnberg*, from Southampton for Yokohama—Captain J. B. MacMillan, F. von Genoa—Vice-Consul Kallen, Prof. Dr. and Mrs. Low, Mrs. Jacob, Messrs. Althor and Guttenberg, From Singapore—Prof. Dr. and Miss Selenka, From Bremen for Hing—Mr. Grant. From Singapore for Nagasaki—Messrs. Ohtakawa and Eakimoto.

REPORTS.

The Norwegian steamer *Tallus* reports that she left Kutchinotzu on the 21st instant. Had fine weather throughout the voyage.

The British steamer *Riversdale* reports that she left Mojil on the 21st instant. Had calm and smooth sea with fine clear weather throughout.

The British steamer *Fokien* reports that she left Tamsui, via Amoy, and Swatow on the 26th instant. From Tamsui to Amoy had light westerly winds and fine clear weather. From Amoy to Swatow had light winds and fine weather. From Swatow to Hongkong had light to moderate west-north-west winds and fine clear weather.

The British steamer *Hongkong* reports that she left Cherbon on the 18th instant, and experienced north-east to northerly and south-east winds with fine weather to Canton; passed the Looe at midnight on the 19th; thence to Carimatta had variable winds, cloudy and overcast weather at times, with passing rain. From Carimatta to port had light to moderate south-east, easterly to north-east winds and fine weather with southerly squalls.

Post Office.

A MAIL WILL CLOSE.

For Shanghai, Kobe, Yokohama, Victoria, and Tacoma.—Per *Tacoma* to-morrow, the 28th instant, at 10.30 A.M.

For Europe, &c., India, via Bombay.—Per *Rosalia* to-morrow, the 28th instant, at 11 A.M.

For Amoy, Nagasaki, Kobe, Yokohama, and San Francisco.—Per *Gaile* to-morrow, the 28th instant, at 12.30 P.M.

For Kufat and Sandakan.—Per *Mennon* to-morrow, the 28th instant, at 2.30 P.M.

For Saigon.—Per *Cicero* to-morrow, the 28th instant, at 2.30 P.M.

For Shanghai.—Per *Kramhild* to-morrow, the 28th instant, at 3.30 P.M.

For Hainan and Peking.—Per *Alvina* to-morrow, the 28th instant, at 5 P.M.

For Swatow and Bangkok.—Per *Para Nang* on Friday, the 29th instant, at 9.30 A.M.

For Swatow, Amoy, and Tamsui.—Per *Fokien* on Friday, the 29th instant, at 11.30 A.M.

For Nagasaki, Kobe, and Yokohama.—Per *Ancon* on Friday, the 29th instant, at 11.30 A.M.

For Haiphong.—Per *Hongkong* on Friday, the 29th instant, at 3.30 P.M.

For Singapore.—Per *Kramhild* on Friday, the 29th instant, at 3.30 P.M.

For Shanghai, Chefoo and Newchwang.—Per *Nanyang* on Friday, the 29th instant, at 4.30 P.M.

For Singapore, Penang, and Calcutta.—Per *Wingang* on Saturday, the 30th instant, at 11.30 A.M.

For Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver, B.C.—Per *Empress of Japan* on Wednesday, the 4th Oct., at 11.30 A.M.

SHIPPING IN HONGKONG.

STEAMERS.

AMIGO, German steamer, 771, T. Bendixen, 16th July.—Saloon 12th July, Rice—Wielor & Co.

ANCONA, British steamer, 1,888, W. D. Mudie, 24th Sept.—from Yokohama, Mails and General.—P. & O. S. N. Co.

BANTAM, Dutch steamer, 1,457, C. J. van der Bergh, 19th July.—Bangkok 13th July, Rice.—Lau, Wegener & Co.

CICERO, British steamer, 1,030, A. George, 21st Sept.—Saloon 17th Sept., General—Arnhold, Karberg & Co.

CITY OF PEKING, American steamer, 3,129, R. R. Seale, 25th Sept.—San Francisco and Sept., and Yokohama 20th, Mails and General.—P. M. S. S. Co.

DONAR, German steamer, 1,015, B. Grundmann, 20th Sept.—Bangkok 13th Sept., General.—Lau, Wegener & Co.

EMPRESS OF JAPAN, British steamer, 5,924, Geo. A. Lee, 19th Sept.—Vancouver 20th Aug., via Yokohama, Kobe, Nagasaki, Shanghai 16th Sept., General.—C. P. Railway Co.

FAME, British steamer, 117, Captain McIsaac, Hongkong Government Steamer.

FRYE, Danish steamer, 1,077, C. L. Strand, 25th Sept.—Pakhoi 22nd Sept., and Hothow 24th, General.—Arnhold, Karberg & Co.

GALIC, British steamer, 4,200, Pearne, 17th Sept.—San Francisco 26th August, and Yokohama 12th Sept., Mails and General.—O. & S. S. Co.

GHAAZE, British steamer, 2,764, Scotland, 20th Sept.—Mojil 14th Sept., Coal—Doddwell, Carrill & Co.

HALLOON, British steamer, 783, J. S. Roach, 22nd Sept.—Tamsui 13th Sept., Amoy 15th, and Swatow 16th, General.—D. Lapack & Co.

HESPERIA, German steamer, 1,136, H. Witte, 25th Sept.—Saloon 21st Sept., Rice and General.—Siemens & Co.

INDEPENDENT, German steamer, 1,003, Schiffer, 11th July.—Maritimes 15th June, General.—Wielor & Co.

KWILIN, British steamer, 1,088, J. B. Harris, 26th Sept.—Bangkok 16th Sept., Rice—Butterfield & Swire.

LENNOX, British steamer, 1,347, W. Ward, 21st Sept.—Kobichang 15th Sept., Rice—Doddwell, Carrill & Co.

MANDARIN, British steamer, 1,170, C. W. Ralson, 22nd Sept.—Saloon 18th Sept., Rice—Gibb, Livingston & Co.

MEMNON, British steamer, 925, B. Branch, 22nd Sept.—Sandakan 18th Sept., General—Butterfield & Swire.

NIDRAN, German steamer, 731, Pankow, 22nd Sept.—Manila 19th Sept., Ballast—Melchers & Co.

NA SA DEL ROSARIO, Spanish steamer, 406, Roman Olaviaga, 25th Sept.—Manila 22nd Sept., General.—Brandts & Co.

PIRA NAPI, British steamer, 1,031, W. H. Walton, 24th Sept.—Bangkok 14th Sept., and Kobichang 17th, Rice—Doddwell, Carrill & Co.

PROSPERITY, British steamer, 1,387, W. H. Strand, 14th March.—Saloon 9th March, Rice and Paddy.—Arnhold, Karberg & Co.

PILOT FISH, British steamer, 161, A. Stopan, Hongkong and Whampoa Dock Co.

ROSKITA, British steamer, 2,039, Chas. Gadd, 26th Sept.—Shanghai 23rd Sept., Mails and General.—P. & O. S. N. Co.

SUNGLAND, British steamer, 994, C. B. N. Dodd, 24th Sept.—Manila 21st September, General—Butterfield & Swire.

TACOMA, British steamer, 1,461, J. R. Hill, 20th Sept.—Tacoma 22nd August, and Yokohama 11th Sept., General—Doddwell, Carrill & Co.

WINGANG, British steamer, 1,517, de St. Croix, 22nd Sept.—Calcutta 6th Sept., and Singapore 16th, Opium and General.—Jardine, Matheson & Co.

ADOLPH, German bark, 167, E. Westergaard, Aug.—Hamburg 22nd April, General.—Siemens & Co.

ASVRIA, British bark, 1,128, H. W. Dunlop, 5th July.—Singapore 17th June, Timber.—Master.

BITTERN, British barquentine, 393, J. Strenach, 17th Sept.—Albany, W.A., 29th July, Sandalwood.—Order.

CENTRALIA, American ship, 1,213, B. J. Colcord, 6th Sept.—Singapore 23rd August, Timber.—Order.

CREEDMOOR, British ship, 1,448, W. B. Kennedy, 28th August.—Shanghai 19th Aug., Ballast.—Siemens & Co.

EMILIE, German bark, 948, H. Schutt, 21st July.—Haiphong 9th July, Ballast.—Captain.

EMILY F. WHITNEY, American ship, 1,249, A. J. Parsons, 3rd Sept.—Saloon 24th August, Paddy and Rice Flour.—Order.

FARMAN, American bark, 1,158, E. A. Gerish, 28th August.—Shanghai 15th August, Ballast.—Shewan & Co.

GEORGE STETSON, American bark, 1,875, E. S. Murphy, 6th August.—New York 12th April, Kerosene Oil.—Captain.

JOHN H. KELLEY, American ship, 2,355, O. E. Chapman, 1st Sept.—New York 9th May, Kerosene Oil.—Master.

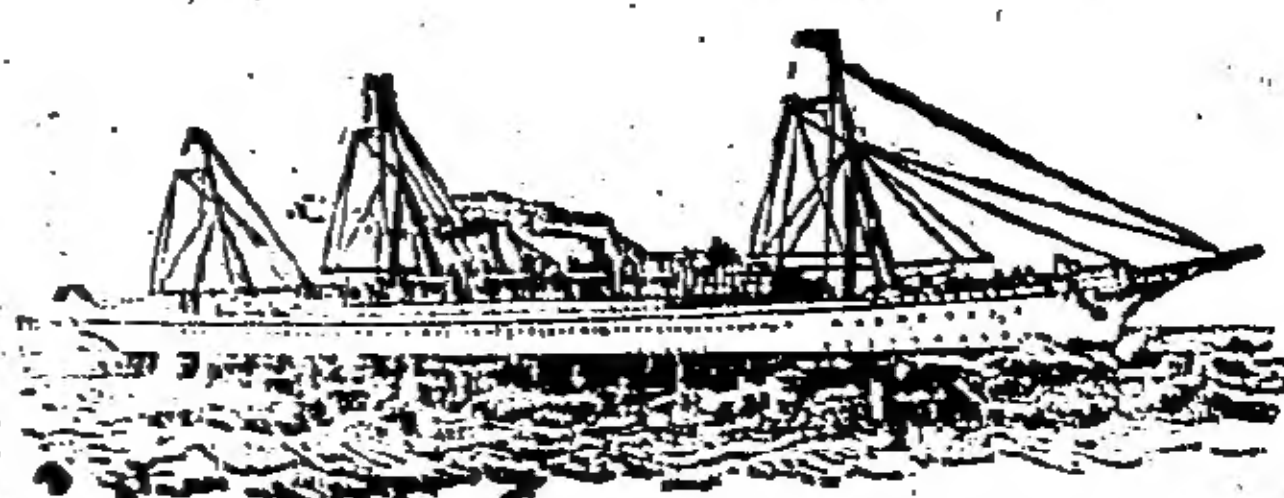
LUCY A. NICKLES, American bark, 1,330, C. M. Nichols, 3rd Aug.—New York 6th March, Kerosene Oil.—Melchers & Co.

NAM SHUN SUNG, Chinese s.m. sch., 368, Lok Li Tong, 3rd August.—Saloon 24th August, Wood.—Yong Kee & Co.

SOMALI, British 4-masted ship, 3,332, D. Morgan, 17th May.—Singapore 21st March, Ballast.—Order.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1893.



1893.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

TWIN SCREW STEAMERS, 10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN 6,000 Tons WEDNESDAY, 4th October.

EMPRESS OF CHINA 6,000 " WEDNESDAY, 11th November.

EMPRESS OF INDIA 6,000 " WEDNESDAY, 29th November.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and Call at VICTORIA, B.C., to Land and Embark Passengers.

The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

Passengers Booked to all the principal points in Canada and the United States, and also through to Great Britain and the Continent of Europe, at Current Rates, with Passengers' choice of Atlantic Line.

RETURN TICKETS—Time limit for prepaid Return Ticket is reckoned from date of issue to date of re-embarking at Vancouver.

SPECIAL RATES (First-class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China or Japan.

The Canadian Pacific Railway is the only Trans-Continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on this Route are owned by the Company and their appointments and Cuisine are unexcelled.

The Steamers on the Pacific, and all Day, Sleeping, and Dining Cars are comfortably heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to

D. E. BROWN,
General Agent.

Hongkong, 6th September, 1893.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaile (via Amoy, Nagasaki, Kobe, Inland Sea and Yokohama) Thursday, 28th Sept., at 1 P.M.

Belgia (via Nagasaki, Kobe, Inland Sea and Yokohama) Thursday, 26th Oct., at 1 P.M.

Oceanic (via Nagasaki, Kobe, Inland Sea and Yokohama & Honolulu) Tuesday, 14th Nov., at 1 P.M.

THE Steamship

"CAELIC" will be despatched for SAN FRANCISCO, via AMOY, NAGASAKI, KOBÉ, INLAND SEA AND YOKOHAMA, on THURSDAY, the 28th September, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 25th September, 1893.

SIEN TING.

SURGEON DENTIST,
No. 10, D'ARAGULAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1893.

DENTISTRY.

FIRST CLASS WORKMANSHIP.
MODERATE FEES.

M. R. WONG TAI-FONG,
Surgeon Dentist,
(Formerly assisted Apprentices, and latterly Assistant to Dr. ROGERS),
HAS REMOVED
TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(Opposite Hongkong Hotel).
CONSULTATION FREE.
Hongkong, 27th July, 1893.

NOTICE.

J. S. VAN BUREN, Agent.

Hongkong, 21st September, 1893.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILING FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama) Thursday, 5th Oct., at 1 P.M.

China (via Nagasaki, Kobe, Inland Sea and Yokohama & Honolulu) Tuesday, 17th Oct., at 1 P.M.

Pera (via Nagasaki, Kobe, Inland Sea and Yokohama) Saturday, 4th Nov., at 1 P.M.

THE U.S. Mail Steamship

"CITY OF PEKING" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBÉ, INLAND SEA AND YOKOHAMA, on THURSDAY the 5th Oct., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

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